

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS

Agents for

MESSRS. W. & A. GILBEY'S

WINE & SPIRITS.

MESSRS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

MESSRS.

JOHN JEFFREY & CO'S.
PILSENER BEER.

THE MORGAN COMBINE.

Companies in the Great Trust.

Scarcely less dramatic and sensational than the original announcement thirteen years ago of the formation of a £20,000,000 shipping combine by the late Mr. J. Pierpont Morgan is the statement just received that Mr. A. S. Watson, vice-president of the combine in question, the International Marine Company, has been appointed its receiver.

Mr. Franklin's appointment, says an Evening Standard correspondent, was made at the request of a committee of bondholders, but the receivership, it is understood, will not interfere with the operations of the fleet of the company. Heavy losses due to the war and other causes have brought about the present condition of the affairs of the combine.

Under the International Marine Company, Mr. Morgan bought a large number of companies and properties, including various British firms. The latter sold their ships to the trust at profitable figures, but gradually the control was secured on the American side of the Atlantic.

The General Company held out against the trust, and the British Government, foreseeing possible danger from the attempt to develop the United States at the expense of British shipping, lent its help and influence to the General Company. Among the properties operating under the combine are the American, Dominion, Atlantic, Transport, White Star, Red Star, Leyland, National, and other subsidiary lines.

The fact that the International Mercantile Marine Company is in financial difficulties does not necessarily affect those companies in which it holds shares, the secretary of the White Star Line told an Evening Standard representative. "It is not, of course, within the power of those companies to break away from the combine. They will continue to operate as in the past. As to Harrold's reported efforts to secure active control on behalf of German shipping, nobody who is actually acquainted with the situation attaches any importance to such rumours."

IGNORANT OF THE GREAT WAR!

In his yearly report on the Northern District of the New Territories, Mr. S. B. C. Ross, District Officer, says—

"The event of the year, the outbreak of the European War, had little effect upon the Territory. There was a small panic early in August because certain New Territories junks were unable to clear for the Territory, but this was due to a misunderstanding and the matter was quickly set right. There was at one time a rumour that airships were coming from 'Ting Tau' but this had little effect as few persons out here knew anything about either airships or 'Ting Tau'. Large numbers of notices in simple Chinese were distributed telling the people that there was a war, but that it was a long way off, and that they had better attend to their own business and not worry about things which did not concern them. The people have taken this advice and I imagine that now the vast majority of the people out here are quite ignorant of the fact that there is a war at all."

A gentleman who was recently in Port Said informs the Times of Cyprus that people going home at present have an opportunity of being of assistance to our soldiers. Passengers are allowed to go into the Military Hospital and the tents for convalescent soldiers on the seashore at Port Said. The wounded Tommies in these places are hard up for cigarettes and matches, especially the latter, and anyone going to see them armed with these is sure of a hearty welcome. It is well to remember, however, one informant told us, that the soldiers are not as a rule enamoured of Egyptian or Turkish cigarettes, but prefer Virginia.

The Man Who Gets There

Is the man who has blood—real rich red blood—and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND
makes blood—lots of it—life giving, brain, nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: \$1.25 and \$2.25

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
Forgings Castings and Repairs
PUMPS INJECTORS AND ENGINEERS STORES
SHIPPED TO ORDER

Write for Prices

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.

Sole Agents for KELVIN MOTORS.

STEAM LAUNCH FOR SALE OR HIRE.

THE HONGKONG CORINTHIAN YACHT CLUB.

A GENERAL MEETING of Members will be held at the CLUB HOUSE on June 30th, at 6 p.m., 1915.

All members are specially requested to attend.

By Order of Committee

A. D. GER.

Hon. Secretary.

Hongkong, June 22, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

8.20 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Note or by Cheque or Comprodor order representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers.

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission Agents

HONGKONG, CANTON,

SHANGHAI AND

HANKOW

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 23 and 27, HING LOOY STREET, (2nd Street, west of Central Market) Telephone No. 515. Hongkong, September 4, 1912.

SIEN TING.

Surgeon-Dentist

No. 11, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation

HOTELS

KINGSCLEERE HOTEL,

HONGKONG.

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and being the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephone in Bedrooms and Sitting-rooms throughout.

Telephone No. 1122.

Cable Address: "Sachols."

A.B.C. Code 5th Ed.

Hongkong, September 1, 1905.

1908

KING EDWARD HOTEL

Central Location.

A. L. Electric Traction Pass Entrance. Electric Lifts, Fans and Lights. European Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS: "VICTORIA." FRANK L. COOKE, Manager.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE.

FURNITURE, Draperies, Groceries, Boots and Shoes.

Makers of Jewellery, Lacquerware, Crockery Ware.

Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON.

TEL. No. 1406.

No. 237, 239, Des Voeux Road and No. 121, Connaught Road Central.

TEL. No. 811. Hongkong.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE ASSETS OF THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1913, £23,622,185.

I.—Authorized Capital £8,000,000

Subscribed Capital £1,500,000

Paid-up Capital £2,437,500

II.—Fire Funds £3,659,114

III.—Life & Annuity Funds £18,182,169

Sinking Fund Account £8,513

£23,561,222

Revenue Fire Branch £2,567,158

Life and Annuity Branches £1,973,269

Revenue Marine Department £282,692

Other Receipts £30,193

£25,933,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

Agents.

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Agents.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 737' x 88' x 84' Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN AGENTS.

Telephone Address: TAIKOO DOCK. TELEPHONE No. 212.

The Best Meals in Hongkong.

Either light or substantial

Available only at the

ALEXANDRA CAFE.

BAGUIO HOTEL

Baguio, P.I.

5,000 Feet Above Sea Level—Mean Temperature, 65°

The Coming Health Resort of the Far East

Eight Hours From Manila, Rail or Auto

Bracing Climate in the Pine Country of Northern Luzon

The "BAGUIO" is unequaled for location, cuisine, homelike atmosphere and modern up-to-date features

-P-6 Up, Daily. -P-35.00 Up, Weeklv

Special Rates For Prolonged Stays

BENQUEL COMMERCIAL CO., Proprietors. Cable Address: "BECOMR."

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART, Manager.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAT.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.

Terms—From £5 per day Max.

Telegraph Add: "Peaceful."

P. O. PEUSTER, Manager.

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.

Noted for the Best Food, Politeness, Accommodation and Cleanliness. Cuisine under European Supervision. A First Class string Orchestra renders selections from 8.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply to—

Telephone 137. For further particulars apply to—

TELEGRAPHIC ADDRESS: "COMFORT."

Manager.

Manager.

Manager.

Manager.

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Manager.

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BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD
Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

A PREVENTIVE OF MALARIA MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

Price 50 cts. \$1.00 and \$2.50 Per Bottle.

Prepared only by

THE VICTORIA DISPENSARY.
32, Queen's Road Central.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAID 1/2" to 15" CIRCUMFERENCE

CABLE LAID 5" to 16" CIRCUMFERENCE

4 STRAND 3" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 4591. Shipyard, SHAM-SUI-PO, KOWLOON, HONGKONG. Telephone No. K. 9. Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE

Bournville COCOA represents the highest grade of nutritive cocoa presented on the market; it fully maintains its high reputation for food value and delicacy of flavour, and is second to none in any respect whatsoever. Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec



Hughes and Hough

ACTING AGENTS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used
A.E.C. 4th & 5th Editions.
A.L. TELEGRAPHIC CODE.
Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on

WEDNESDAY,

the 30th June, 1915, at 11 a.m.,

at Godown No. 6,

Cross Lane, Wanchai,

99 BAOS J. PANSE COAL.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 23, 1915. 549

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on

WEDNESDAY,

the 30th June, 1915, commencing

at 2.30 p.m., at their Sales Rooms, No. 8,

Des Vaux Road, Corner

of Ice House Street,—

A QUANTITY OF

VALUABLE TEAKWOOD

FURNITURE, etc., PRINCIPALLY

NEW STOCK.

As follows:—

One Drawing Room Suite, Bedroom

Furniture, Upholstered Arm-chairs and

Sofas, Carpets, Brass and Brass-

mounted Bedsteads, Sideboards, Dinner

Waggon, Extension Dining Tables and

Chairs, etc., etc., Dinner Services,

Crockery, Glass and E.P. Ware, Cooking

Stoves, Cutlery, etc.,

Also

One Old Blackwood Wardrobe, One

8-fold Blackwood Screen (Porcelain Panels),

Stands, Teapots, Sitters, etc., One

Piano in good condition, several pairs

Tea Caddies (NEW) & yds. 3 Bowing

Machines, precisely new, and One

American Cigar and Tobacco Cabinet and

One American Safe.

(Full Particulars from Catalogue.)

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 24, 1915. 545

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 2nd July, 1915, commencing at

2.30 p.m., at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street,—

A QUANTITY OF

VALUABLE TEAKWOOD AND

BLACKWOOD FURNITURE, etc., etc.,

As follows:—

TEAKWOOD.—Chairs, Chesterfield

Sofas and Chairs (New), Bedroom Suites,

Dining Room Suites, Toilet Tables, Ward-

robes, Washstands, etc., Sideboards, Dinner

Waggon, Extension Dining Tables and

Chairs, etc., etc.,

Also

Dinner Services and Crockery Ware,

Cutlery, Cooks, Stoves, Carpets and Rugs,

Kitchen Utensils, Glass and E.P. Ware,

Electric Reading Lamps, etc., and Two

Pianos (Hand-made).

And

One New Complete Set Encyclopaedia

Britannica, One Mousetrap, Pistol and

Ammunition, One Schenker Revolver.

Catalogue will be issued.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 25, 1915. 551

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street,—

One Grand Piano by

John Broadwood & Sons,

One Double Grand Piano by

Brinsford & Sons

in good condition.

Full Particulars from the Undersigned.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 26, 1915. 547

THE TROOP TRAIN DISASTER.

(Continued from page 2.)

from the permanent way. In crevices could be seen victims, and the endeavour strenuously made to extricate them, dead or alive, was a work which was carried on throughout the whole of Saturday and the greater part of the night.

Mr. Mathison, the general manager of the Caledonian, and Sir Charles Vane Renshaw, the chairman of the line, took part in this work, and had under their control a large army of officials of the line. Sir Spencer Ewart, the General Officer Commanding-in-Chief in Scotland, was also present. The task was a formidable one, but it was undertaken with dauntless and untiring energy. The men who were thus engaged went through their grim labours reverently and persistently. As a body was obtained it was placed on a stretcher, and borne to an out-house in the field.

Some of the poor victims had escaped the scorching which had obliterated in others all likeness to human creatures, and thirty or forty were placed in the out-house awaiting identification. Others bore no trace whatever of human form, all that remained being a few blackened bones. In some cases it was quite impossible to say whether the bones were those of one or more persons, so that it also necessarily became a matter of speculation as to how many of the dead were really being removed. The remains were afterwards gathered up in sheets and placed together for the purpose of burial. Throughout the night, the rescuers pursued their unpleasant but necessary work, and by yesterday morning all the remains had been got out of the wreckage. The debris had also to a great extent been removed, and the permanent way more or less cleared.

PIRE OF UNPRECEDENTED FEROCITY, and causes are sought as to whether there was any special reason to account for it. This will, of course, be brought out at the Board of Trade inquiry.

Besides the distressing scenes in the vicinity of the catastrophe, that in the neighbourhood of the infirmary at Carlisle was also saddening. To this institution many of the wounded survivors were taken. Railwaymen, labourers, clerks, and all manner of persons willingly assisted the ambulance men and nurses to convey the unfortunate victims from the trains and motors to the infirmary. Several of the wounded soldiers from the front also gave a helping hand. As the slightly wounded were treated at the infirmary they were allowed to lie down at the front of the institution, and the long row of bandaged men was a pitiful sight.

ALL THAT WAS LEFT.

In the debris scattered about the railway bank were numbers of soldiers' bonnets, bits of khaki, blankets, and broken rifles. The greatest difficulty is being experienced in identifying the dead, and the police as far as possible are collecting the personal belongings of many of the victims, as this will be the only means of identification of the great majority of the dead. The police collection includes soldiers' knives, buttons, broken watches, pipes, rings, fathings, notebooks, paybooks, and bits of clothing.

It has been possible to identify some of the soldier victims by

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on

FRIDAY,

the 2nd July, 1915, at 11 a.m.,

at "Homerille," 153,

Wanchai Road,

5 Bedroom Suites, 1 Sideboard,

Overmantels, Couches and Sitters,

Several Bedsteads, Toilet Sets,

Shanghai Baths, etc., etc.

Also

Large Ice Chest, Sun Blinds, Pianos and

Servants.

(Full Particulars from Catalogue.)

On view till July.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 26, 1915. 550

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

on

TUESDAY,

the 2nd June, 1915, at 2.30 p.m.,

at their Sales Rooms, No. 8,

Des Vaux Road, Corner of

Ice House Street,—

A LARGE QUANTITY OF

POKEE SILE.

To be sold in small lots to suit buyers.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, June 28, 1915. 550

means of their identification glass, but in most cases these are missing. Those who had been identified were yesterday confined and conveyed north by special train.

It is reported that the guard of the troop train made an heroic effort to stop the express from London. Immediately his train collided he jumped on to the permanent way and ran along the line waving his flag. He failed, however, to attract the attention of the express driver.

SURVIVORS' STORIES OF THE COLLISION.

Onlookers and survivors tell a vivid story of what happened: Private James Neally, of the Royal Scots, who was in the troop train at the time of the accident, said:

"I belong to Armadale, Linlithgowshire, and my pal here, John McConnell, comes from the same place. We left our camp at about three o'clock this morning, and on a train soon after. When the collision occurred I was put down right through the compartment floor. The train soon caught fire; in fact, the fire broke out in a few seconds. An awful yell went up. The scene was terrible. I simply scrambled out and went and helped one or two of my chums to get out from amongst the wreckage. I saw about thirty killed. They were nearly all soldiers—only one or two civilians."

Private Gilchrist, Scots Guards, who was in the London express, made the following statement:

"It was the most awful and terrible scene that I ever saw. There were literally piles of wreckage. The engines were on top of one another. It was ghastly and appalling; indeed, absolutely indescribable. As soon as I managed to escape I saw a hand waving from the wreckage. A voice cried: 'Do you see me?' He was an officer. 'Yes, sir,' I replied: 'just take time and I'll get you out.' I managed to rescue him. Then I saw another man, who asked me to look for his wife and child. It was a scene I shall never forget. It was a heavy train on account of people going home for the holidays. I was in the sixth carriage. The two carriages in front of mine were telescoped, and one of our engines was on the top of the troop train. Rifles, bayonets, and equipment lay all over the place, heaped up on top of each other in great piles amongst the dead and wounded."

WORSE THAN THE WAR.

Another soldier who was in the express train said he had just returned from the front, and was going home for a few days. "I have seen some awful sights yonder," he said, "but this bangs the lot. It was worse than many of the sights in Flanders."

A private who had been badly injured made the statement:

"I and a few more of the boys were having a quiet game of cards, when all of a sudden there was a frightful smash. We were thrown in all directions, then flames burst all around us. A pal of mine named Thomson said: 'Come on, Bill,' and putting me on his shoulder he carried me into safety. The poor beggar was badly knocked about himself, but he stuck to me like glue, then went back to help another fellow. Heaven protect him!"

A sad story was told by Mr. Thomas Stephenson, of Logan-street, Glasgow, about meeting Paymaster Payton on the platform at Euston before the London express started. He said:

"The paymaster told me of the awful experience which he had just gone through. He told me that he had had a brother killed at the front, and had obtained leave to go home for the week-end in order to comfort his mother. He was in about the middle of the express train in a carriage close to me. The impact was dreadful, and the next thing I saw was appalling. It is simply too awful to speak about. My friend was killed at once and placed on a logie and taken to be placed amongst the dead."

Many narratives are given of the bravery of those who assisted the wounded under circumstances of considerable personal peril. Dr. Edwards tells of a case in which he found under the scorching debris two soldiers, who were shouting: 'For God's sake get us out.' The doctor went to their assistance, and amputated both the legs of one of the men and one of the legs of the other. Unfortunately, one of the victims soon afterwards died. Another poor fellow, belonging to the Royal Scots, was trapped in the wreckage, and as the devouring flames got nearer to him pitiously shouted in agony: 'Will someone shoot me; for Heaven's sake don't let me burn to death.' It was not long before that particular part of the wreckage was eaten up by the flames, and the man with it.

CARRIAGE ROOF FALLS IN.

"It was a pure hell," said Sergeant John Combe in describing the scene which followed the colliding of the express with the overturned carriages of the troop train. "and I would rather fight a thousand Germans than go through this again." We left Carlisle at 6.40 a.m. on Saturday for an unknown destination. We passed Quinsay signal box about half-past six, and then

there was a terrible crash. Our train was travelling at express speed, and contained about 500 men of the "A" and "B" Companies of the 5th Battalion Royal Scots. The first two or three carriages were telescoped, and the rest of the carriages fell over on to the down main line, and at that moment the express crashed into the centre smashing these carriages to matchwood.

I was travelling with Dr. Major Ross, whose son is lying seriously injured in Carlisle. We felt the carriages coming together, and we held our legs up, and when the crash came we were shot into the air. The roof of the carriage collapsed and fell on Ross's back. He was pinned down, and shouted to me to help him. I pulled at him for all I was worth by the head, and succeeded in getting him out. I myself was covered with debris, and before I could help Ross I had the job of my life in wriggling myself free. Had it not been for the double collision the death-roll would, in my opinion, have been very slight. We did what we could to help the other chaps out, but we could not get at them for the flames. Some of them were jammed underneath the carriages, and nothing could be done.

The shrieks and the moans of the men as they were being slowly roasted to death was terrible to hear. I saw the headless body of one man with outstretched arms hanging high up in one part of the wreckage. It was the cruellest thing I have witnessed in all my life. They had two engines on the express, and it was only the first carriage and part of the second that suffered. The rest of the train remained intact, and I think most of the passengers must have got safely out. All our train was simply smashed to pieces.

Then the fire started in the centre, and the flames soon spread to each end. We had ammunition in our train, and explosions were going off every few minutes, throwing the debris high up into the air. The doctors worked magnificently. One poor fellow was fixed and jammed by the arm, and a doctor amputated the limb and thus saved his life. Had he not been released he would have been burned to death.

AN AMBULANCE WORKER REMARKED:

"One poor fellow whose legs were horribly burned was pinned down, and it was impossible to get him out. The flames were simply eating him up, and were getting near his face. He was in the greatest agony, and shouted, 'For God's sake, shoot me.'"

OFFICER'S NARRATIVE.

Pathetic scenes were witnessed at Glasgow Central Station when a special train containing survivors arrived. A large crowd, composed of relatives of the passengers, awaited the train. Several of the passengers bore terrible traces of their experience. One woman had her head swathed in bandages, a young military officer's forehead was blood-stained, and another man had his right hand smashed. All spoke of the terrible nature of the calamity. An artillery officer, a well-known Glasgow man, had more the appearance of having been carried from the trenches than from a wrecked train. His face was covered with blood, his service cap, a boot, and a legging were missing. He said:

"I must have been asleep at the time. What roused me was the sudden application of the brakes. I was thrown on the floor and pinned underneath the seat. The carriage roof collapsed like a concertina, but somehow I managed to scramble out. I found a willing Tommy, and the two of us at once proceeded to the work of rescue. We got five people out. The sights and sounds we saw and heard were terrible. One man was hanging with his head off, and all along we could hear the groans of the wounded. I am sure a woman and two children were burned to death beneath the train a few yards away from me."

A soldier home from France said the scenes beggared anything he had witnessed in the trenches. Men were lying about smashed in the most horrible manner—heads, legs, and arms being disconnected from bodies. While many soldiers were doubtless killed instantly, the flames secured others who were jammed under the debris. A hosepipe was used to bring water from a neighbouring stream, which was poured on the flaming carriages to delay the blaze reaching spots where rescuers were at work. Carriage roofs were hacked to pieces in order to enable terribly injured victims to be dragged out.

JUMPED TWENTY FEET.

A young Portlick man, hatless and fatigued after his exertions, said he travelled in the London express, and was washing his face when the sudden application of the brakes alarmed him. Immediately afterwards the crash came. His carriage was piled up on the top of the preceding one, and he had to jump out of the window, a height of 20ft. He went to the rescue of the many people who were jammed in the wreckage. After the doctors arrived many victims had limbs amputated on the spot, chloroform being administered first. The narrator performed the nerve-racking task of holding a man who was pinned by the arms until the doctor returned him by severing the limbs. When the fire broke out word was shouted, 'along,' and immediately

The Signature.

To distinguish the original and genuine Worcestershire Sauce from the many imitations, see that the signature of Lea & Perrins appears in white across the red label on every bottle.

No other sauce has such an exquisitely delicate flavour, or such a reputation among discriminating people in every part of the world.

Lea & Perrins

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE

REVISED AND UP TO DATE.

Shows tracks and daily progress of the big typhoons during the last twenty years.

Explains day and night typhoon signals.

Enables one to locate the centre of a typhoon.

Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents

From the CHINA MAIL Office.

every uninjured person rushed to the rescue of those pinned by the debris. Officers, privates, and civilians worked like heroes. The women, too, displayed great courage, despite the awfulness of the scenes. Had there been a larger supply of picks and axes additional lives could have been saved. Many persons were buried in the wreckage who could not be rescued before the devouring flames reached them and sealed their fate. He saw a woman and child burned to death. When implements were secured the roof of a sleeping saloon was sawn off, and several persons were released. It was two or three hours before water was available with which to fight the flames. All the soldiers worked like Trojans, many having their hair singed off, so persistently did they fight the fire.

THE CHINA MAIL TYPHOON MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

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TO LET.

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Hongkong, May 17, 1915. 440

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Hongkong, June 22, 1915. 435

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GODOWN'S New Praya, Kanbely Town.

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58, The Peak "THE RETREAT"

WATSON'S PRICKLY HEAT LOTION

IS NOT ONLY A
CERTAIN CURE FOR

PRICKLY HEAT

BUT IS ALSO AN ADMIRABLE PREPARATION

FOR THE RELIEF OF

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AND LEAVES THE SKIN

FRESH AND COOL.

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NEW ASSORTMENT

OF

PRINTED COTTON

VOILES

JUST ARRIVED

SMART

VOILE

DRESS

LENGTHS.

Wm. Powell, Ltd.

THE DIARY.

MEMO. FOR TO-MORROW.

11 a.m.—Auction of Japanese Coal at No. 6, Godown, Cross Lane, Wanchai.
2.30 p.m.—Auction of Furniture, Blackwood, Curtains etc. at Messrs. Hughes and Hough.
6 p.m.—H.K. Corinthian Yacht Club's General Meeting.

General Memoranda.

Thursday, July 1—
General Holiday.
Dominion Day (Canada) 1867.

Friday, July 2—
2.30 p.m.—Auction of Blackwood, Furniture, Crockery Ware etc. at Messrs. Hughes and Hough.

Sunday, July 4—
Declaration of American Independence (1776).

Tuesday, July 6—
Princess Victoria's birthday (1868).

Friday, July 9—
4 p.m. to 7 p.m.—Sunbath, Bag Sale in Government House Grounds.

THE EDWARD DISPENSARY

C. KAMMING & Co., Ltd.
Chemists and Druggists.

GREAT REDUCTIONS IN
PRICES.

PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 21, 1916.

mense importance of efficiency in view of our present hazardous position. The formation of a Coalition Government should have a tendency towards making for more complete administrative efficiency and it is to be hoped that there will be no shirking from using all the powers at their command.

SOCIAL AND PERSONAL.

Sir Robert Ho Tung leaves by the "Fookang" for Shanghai to-day en route to Tsingtau, where he will spend two or three months.

Mr. Alex. Tweedie, brother of Mr. S. Tweedie, of Messrs. Butterfield & Swire's Bank branch has been killed in action while serving with the 23rd London Regiment. Mr. Alex. Tweedie joined the colours on the outbreak of war but the regiment in which he had been twice promoted, only went to France recently.

NEWS OF THE DAY.

Shir Kan, Indian constable B 301, was fined \$20 on a month's hard labour, by Mr. Wood at the Magistracy to-day, for insubordination.

MARRIAGE.

SANFORD-COWEN.—On June 19, at Holy Trinity Cathedral, Shanghai, by the Rev. W. H. Price, M.A., eldest daughter of Mr. and Mrs. J. L. Cowen, to Mr. WILLIAM HENRY SANFORD, of Mukden.

The Chinese Mail

HONGKONG, MONDAY, JUNE 28, 1915.

THE NATIONAL NEED FOR ADMINISTRATIVE EFFICIENCY.

It certainly was, from some points of view, creditable to us as a nation that the outbreak of war found us almost wholly unprepared to enter upon such an undertaking. It is, however, quite another matter when once having realised the gravity of the situation—and it certainly loomed large from the first—that some sections of the industrial community at home persist in regarding their views of trade unionism, as being of more importance than the welfare of the State. Such a condition of things cannot possibly make for the need of administrative efficiency. It is almost impossible to limit the definition of "administrative efficiency" as applied to a nation nor can its vital importance be exaggerated at the present juncture in the history of almost every nation of the world. There is no need to elaborate the nightness of the task and extent of the superhuman effort demanded from all at the present moment. Whether this measure of our need is recognised or not—and we fear that it is not everywhere properly appreciated—it matters little for the purpose of our argument. The fact remains that every conceivable unit of our nervous, mental, and physical power must be concentrated on the accomplishment of our purpose. It is therefore incumbent upon the administrators of the national affairs that extraneous calls on our energies must be stamped out. It is in the highest degree reprehensible that there should even be disputes, far less stoppage of work, in any department of activity, and for these stoppages the Government must primarily be held responsible. They are invested with the fullest power under "The Defence of the Realm Act," and apart altogether from the merits of the case of disputants, work ought to continue. There is more than a suspicion that every Government dependent in the future on the votes of the people cannot divest from the consideration of any problem the party necessity for a leaning towards the majority. In all arbitration cases there is too often the feeling that it is easier to enforce 200 employers, than 20,000 workers, and as a consequence, the workers are continuously educated fully to recognise their power. This process of "always yielding to the majority," apart altogether from the rights and wrongs of the case, has led to a gradual growth in the belief in the inviolability of trade-union rules and practices. It results that, however patriotic an individual worker may be, he does not care to be banded as yielding too readily to the dictates of his patriotism, and admitting too unreservedly the

NEWS OF THE DAY.

LOCAL AND GENERAL.

A movement is on foot for the establishment of a Masonic Club in Peking.

Fines of \$50 and \$100 were imposed on two Chinese to-day by Mr. Wood for attempting to export respectively, two and nine taels of opium.

Levi George, a mate, unemployed, of the Siaman's Home, was charged at the Magistracy to-day with being drunk and disorderly, a fine of \$5.

A theft of money, a ring, watch &c. of the total value \$22, is reported from the cabin of a Chinese sampan residing on the licensed ship 15311 HW, anchored at Shaikwan.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation to the funds of the Hospitals from Messrs Logan and Baste of \$25.

Mr. A. P. Soria, formerly a sergeant in the Hongkong Volunteer Corps, who went to the front with the first Hongkong contingent, has been granted a commission in the Middlesex Regiment.

The mistress of the licensed cargo boat 2311V has reported the accidental loss of her son, aged 26, about 10 a.m. on the 28th inst., through the breaking of the rope on which he was descending from the "Kiyo Maru."

Mr. Parnell, Deputy-Commissioner, and other Britons in the Directorate General of Posts at Peking are making arrangements to go to the front. Mr. Parnell is a son of the late Mr. Charles Stewart Parnell, the great Irish leader.

On pages 2 and 3 will be found a detailed account of the terrible railway disaster on the Caledonian Railway about a month ago. It will be remembered that a troop train containing about 500 soldiers dashed into a head train and the night express plunged into the wreckage.

The extradition proceedings implicating Hung Shui Lun were continued at the Magistracy to-day before Mr. Wood. Mr. G. R. Sayer said he had compared the Kwantung "Gazette" containing the ordinance of November 14, 1914, with the original "Gazette." The two were identical. The case was again adjourned.

According to the Berlin paper Vossische Zeitung, the Austrians used a new battery of 82 centimetre mortars at Tarnow, and the first shot entirely demolished a large tower 11 miles away. The shell fired from these guns weighed a quarter of a ton—more than the weight of the German 17-in-mortar shell.

The Peking Justice in the Summary Court yesterday afternoon gave judgment for the plaintiff, Kwong Yuen Cheung, 75 Bonham Road West, who sued Ngai Tung Tip, chief proprietor of the Kum Hing firm of money changers, 78 Bonham Strand for \$733.98 money lent. His Lordship described the demeanour of the witnesses for the defence as "very bad indeed."

According to the "Japan Daily Mail" strong shocks of earthquake were felt recently at Hirayu Hot Spring, Hida Province. The earthquakes were due to the eruption of Mt. Yagatate. The special correspondent of the Asahi at Hirayu ascended the mountain in order to ascertain particulars. According to his report, a large new crater has appeared in the middle of the mountain. Columns of smoke are still rising. Owing to the eruption a river has been filled in by earth and debris.

Members of Shanghai Municipal Council, including Mr. E. C. Pearce, Chairman of the Council, Mr. E. I. Ezra, Chairman, and Messrs C. S. G. Mackie and W. L. Merriman, Members of the Works Committee, accompanied by Mr. Godfrey and Mr. Harper, assisted on the 21st at the laying of the last section of the drain which will henceforth replace the Yangkingang. Mr. Kahn, Consul General of France, and Messrs Wintz, Dantin and Tiet Dupont, of the French Municipality, were also present. It is just a little over a year since the rickshaws sanctioned the covering of the Yangkingang, so that no time is being lost in pushing on the construction of the new boulevard.

There was a time when "The Times" advertisement offering a good bonus for a minor foreign order would have met with a ready response. In 1881 an enterprising German issued a list of titles, orders and decorations obtainable for cash, giving in each case the lowest possible price. The cheapest item on the list was the Ottoman Order of the First Class, for which Abdul Hamid charged £900; the Third Class of the same Order being listed at £200. A notable bargain was the Order of the Sun of New-Edin, which cost only £25, although any one purchasing it was entitled to stick "Obavaler" in front of his surname. Struss was, however, laid on the fact that the buyer must provide himself with the insignia at his own cost, as the Shah only conferred his "Sun" in the shape of photographs.

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According to the Sumatra Post there are plans under consideration for the establishment of Standard Oil depots and agencies at Belawan, Loebeek, Pakan, Teluk Tengi, Peribonagan, Bangsoer, Poyba, Siantar, Tandjong Balai and at Langoer and Kota Radja. At all these places the building agencies has already been commenced, and at Belawan the construction of a large tank is in hand. The works are to be completed before 1918. By this time a staff is expected direct from America and Batavia, who will be in charge of the agencies. Their business will be the sale of petroleum and benzine. The Royal Dutch Petroleum Company will thus have competition in its own field.

BOREL COMPLAINT IN CHILDREN.
DURING the summer months mothers should watch for any unusual looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy is always at hand to relieve the child. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

HONGKONG MEN AT THE FRONT.

One of the official war post-cards was received from Mr. A. P. Briggs (formerly on the S. C. Morning Post) by the last mail from "Somewhere in France." The card says no more than that the writer was well.

Mr. A. P. Briggs, who went home with the first Hongkong contingent—as also did Mr. Briggs—has received his commission in one of the Middlesex Regiments. A photo of 2nd Lieut. Briggs in his uniform was received in the Colony recently.

Mr. P. A. Cox, who was for many years in the Hongkong offices of the P. & O. is at the front with the 8th Black Watch, which left England for France early last month. Mr. Cox will be remembered as a cool all-round sport, especially as a successful jockey, a prompt batsman in interport cricket and as a tennis player.

Mr. Tomperly, of Messrs. Shawin, Tomes & Co., was among the men of the Northumbrian Brigade who were congratulated and thanked by General French, has come through the fight unharmed.

Mr. Gilman, of Messrs. Shewin, Tomes & Co.'s Canton office, has been at the front with the Honourable Artillery Company since the very beginning of the war. He participated in the retreat of Mons and many minor engagements and also came out unscathed. He is now in command of a machine gun.

Mr. H. E. Victor, who resided in the Colony for many years, and as a journalist and bitterly as solicitor's clerk, was well-known. He has sent one of the regulation post-cards from the front stating that he was well and had come through some recent fighting without injury. Mr. Victor also went home with the first Hongkong contingent and, along with other Hongkong men, joined one of the Middlesex Regiments.

AN AMERICAN PAPER AND THE WAR.

The British public will doubtless be interested to read a column expressed by the "Marine Journal" of New York, one of the oldest shipping papers in the United States. A copy has been received by the Imperial Merchant Service Guild, and views of the influential shipping people of the United States are indicated in the following paragraph which is headed:—

AN OPINION BY REQUEST.

"We have been asked by a number of our friends what we would do in the present crisis if we controlled the Government of the United States. This for the reason perhaps that we are so lacking in knowledge of international conditions, nevertheless, we have an opinion and here it is. We would begin by giving the German and Austro-Hungarian Ambassadors their passports. We would notify the allies, Great Britain, France and Russia, that we would join them and all neutral peace-loving nations in exterminating those who were responsible for the murder of the 1,174 (more or less) men, women and children on board the Lusitania and scrap-heap their entire armament of army and navy, provided that the allies and neutral nations, including the United States, would agree to surrender to us all land or sea, which, if agreed to, would ensure everlasting peace. While the foregoing opinion is undoubtedly a declared Utopian it would certainly prevent such atrocities as have occurred recently and the possibility for murder, rapine, and destruction of everything of use to humanity by belligerent nations would be forever checked, thereby enabling human beings of all nations to enjoy that which nature has so lavishly bestowed upon them."

HONGKONG POLICE RESERVE.

PARADES.
Tuesday, June 29.—No. 1 British and Indian Platoons and Nos. 3 and 4 Portuguese Platoons.
Wednesday, June 30.—Nos. 1 and 2 Chinese Platoons and Nos. 1 and 2 Portuguese Platoons.

MUSKERY.
The match against the regular Police will take place at King's Park Range on Saturday, July 3rd, at 2.30 p.m. sharp, at 200, 500 and 600 yards, Bisley targets. Ten men a side, best eight to count. Open sights, slings and Verniers optional. The following will represent the Police Reserve:—Chief Inspector Mason, Sergeant-Major Roylance, Sergeants Laramet and Sirdar Khan, Amott, O. Chan, Gnut-Smitth, Cooke, H. M. Remedios and Potter. Reserve:—Champion and Sleat.

(Sgd.) F. C. JERKIN,
D. S. P. (Reserve)

British currency has displaced German currency in Samoa.

The Govt. has approved a decree imposing a temporary war tax on all who are exempted from military service.

The Australian Defence Department is inviting tenders for the salvage of the cruiser "Enden." It cannot be intended to jettison the Enden as she was "tiddled from stern by shell but her engines are believed to have escaped much injury and her iron plates can be put to various uses.

ECONOMY IN THE END.

It costs but a small amount to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy always in your medicine chest, and it is economy in the end. It cures all cases of colic, cholera, and diarrhoea quickly. For sale by all Chemists and Storekeepers.

THE SHANGHAI FOREIGN CASE.

ACCUSED SENTENCED TO SIX MONTHS.

At H. M. Supreme Court, Shanghai, yesterday, (says the N. C. Daily News of the 28th inst.) before Sir H. Vallance de Basmaison, Judge, H. L. Blair appeared for trial on charges of having defrauded his employers, Messrs. Buterfield & Swire. There were two indictments. The first was that, on or about May 31, the accused feloniously forged and altered a comrade order for \$792.25 drawn on Messrs. Buterfield & Swire, and purporting to be payable to Captain R. H. Lloyd, with intent to defraud. The second count in the indictment was similar, the amount in this case being \$1,357.94, and the person to whom the order was alleged to be payable was Captain R. J. Cain.

Mr. H. F. Wilkinson, Crown Advocate, with whom was Mr. K. E. Newman, appeared for the prosecution, and Mr. R. W. Godfrey appeared on behalf of the accused.

Accused pleaded guilty. The Crown Advocate said the facts of the case were before his Lordship on the depositions, and he did not propose to say anything in regard to them. Mr. Godfrey said he had been asked to appear for the prisoner and with his Lordship's permission would address the Court on his behalf. That the accused had committed acts of great seriousness could not be denied, counsel proceeded, and there was no question about it that it would be for him a matter of regret for the rest of his life. He was a young man, twenty-seven years of age, and had been in Shanghai only for a year. He came out to join Messrs. Buterfield & Swire. At home he bore an irreproachable character, and he came to Messrs. Buterfield & Swire with excellent references. It would be said, no doubt, that he had arrived at an age when he should be able to distinguish between right and wrong, but there was a good deal to be said for a young man coming out to the East alone and away from those influences which at home were such a protection. In the circumstances, he would ask his Lordship to consider his age, his antecedents, and the circumstances and surroundings in which he gave way to this temptation. His Lordship—I do not know what they are.

Mr. Godfrey—During the twelve months he has been here he has led a life which has got him into great difficulties. He was apparently not strong enough to resist the temptation which offered itself. I would ask your Lordship to consider all these circumstances and consider whether it would not be possible to deal with the case under the Probationer's Act. He has suffered a certain amount of imprisonment already and must suffer, as I have said, for the rest of his days. Counsel also asked his Lordship to take into consideration the fact that the accused was very anxious to enlist, and said that adequate arrangements could be made for his leaving soon if he were given an opportunity.

In reply to his Lordship, Mr. Wilkinson said that in the circumstances he did not feel that he could say anything, and he must leave it to his Lordship. His Lordship—I hardly feel that I know enough about this case at present to be able to deal with it otherwise than as an ordinary case. I must have everything put before me if I am to give weight to it. Mr. Godfrey—There is a condition here from Messrs. Buterfield & Swire who will speak on the matter. His Lordship—I have before me simply the depositions which show that this is a serious crime of a character with which we are not altogether unfamiliar here in Shanghai, the case of a man taking advantage of facilities to defraud his employers. If you wish me to consider the special circumstances, those circumstances must be put before the Court.

Mr. Godfrey—The special circumstances I was referring to are his previous character and his age.

His Lordship—He is quite old enough to know better. Mr. J. R. Graves, of Messrs. Buterfield & Swire, said he would like to associate himself with what Counsel had said with regard to the case. He was a young man, whom the firm brought out East. It was impossible to overlook the great temptations to which young men like the accused were subjected when they were suddenly transferred from their home surroundings to perfectly strange circumstances. A man must feel it was his duty to do his best, and he was very strong character. Witness said he would like to add that the accused had given information which assisted them in tracing the deficiencies, and what he had told them was entirely true. He had made some financial restitution, to the extent of nearly \$1,000.

His Lordship—That substantially is what the charge amounts to, but I hardly think that is the whole story, from what you have said. He is only charged before me in relation to two matters, the amounts concerned being between \$1,100 and \$1,200, and you say he has refunded \$1,000. I can hardly imagine that is the whole story. I do not wish to say any more than that, but if I am to deal with the case in any exceptional way I ought to be taken into the confidence of everyone. If I am not, I can only deal with the case as an ordinary one.

Witness—On behalf of his employers, I ask you to deal leniently with him as far as you can.

His Lordship—What was the cause of his extravagance?

Witness—Living beyond his means. His Lordship—That is no excuse. I do not know whether there are any other matters which could be brought to my attention if sentence were postponed until to-morrow morning. If there are not, I must proceed on the information I have got. It is not very much, and is simply the case of a young man who has defrauded his employers. Is there no explanation as to what temptation there was, or how he was influenced or led to this course of conduct?

Mr. Godfrey—The temptation of course was that he fell into a certain way of living, as some young men do.

His Lordship—What "certain way" I wish you would speak out. I don't quite understand this pecuniaryness in a Court of justice.

Mr. Godfrey—It is not pecuniaryness. The simple fact is that he led a life of extravagance, and so on, and that is all that can be said. His Lordship—Well then, there is no excuse whatever. In passing sentence, his Lordship said: My duty is a very painful duty which falls sometimes to a Judge in a country like this, to have to pass sentence on one of his fellow countrymen, a young man who had come out with prospects, and who has not had sufficient self-restraint to avoid the temptations which are perhaps sometimes too well within his reach in such a city as Shanghai. But ready as I am, and anxious as I am, always, to weigh anything that can be urged in favour of anyone who is in the position in which you now stand, I must look to the general interests of the community, and it would never do, where there has been so serious a crime as this committed, to pass it over, or even to deal with it so lightly, as it has been suggested that I might do in this case. It is quite impossible for me to go free without it being a temptation to others, inasmuch as the fear of punishment is removed from them, to do the same sort of thing. The one thing that has been said in your favour is that when once an end was put to this course of extravagance and vice—that is, the vice of defrauding your employers—you appear to have given them all the information you can and to have refunded such money as you had in order to minimize their loss. It is quite impossible for me to take the course indicated by Mr. Godfrey, and I was in doubt whether I ought not to pass upon you the sentence which is always passed in similar cases, but I feel justified in reducing it to a certain extent. I must order you to be imprisoned, and to be kept to hard labour for the term of six months.

MANILA CIGARS.

It may not be generally known to those who smoke Manila cigars that there are only two factories in that city supported entirely by British capital namely, "La Minerva" and "La Gloriosa."

TYPHOON WARNINGS.

The following telegrams were received at the American Consulate General from the Manila Observatory, yesterday and to-day. Typhoon west of Balintag Channel moving north.

10 a.m. June 29.
Typhoon west of Basil Channel moving north.

SCOTTISH SPORT.

(From Our Own Correspondent.)

Edinburgh, May 15.

CRICKET.

Very little cricket will be played in Scotland; none of it what is called "first class," and even the Public School matches will lose importance through most of their first XI's being with the New Army. The only interesting engagements will be of the Kilmarnock, Scottish character. In the West, Police gained a narrow victory over Fergallie, Kilmarnock easily defeated Kilmarnock, and drew games were played between Clyde and West of Scotland and Greenock and 4th Scottish Rifles. In the East, the fixture was Leith against Leamley's XI, which ended in a draw.

FOOTBALL.

In the final tie of the Glasgow Football Charity Cup, Celtic (holders) defeated Rangers, St. Bernard's, Leith Athletic, and the Rosneath Club. And Ayr United, winning against Queen's Park, retained possession of the Army Charity Cup. It may be mentioned that although the Association football season has now closed, only one or two professionals have joined the colours.

LEAGUE CHAMPIONSHIP.

Did military training affect the Home of Mid-Lothian's chance of winning the League Flag, Championship of Scottish Association football? The answer must be unhesitatingly in the affirmative. From the middle of August to Christmas they simply walked through all opposition. Then the soldiers of the team began their serious military duties. They started regular route marches of something like twenty to twenty-eight miles per day, all night field and trench work and so on. This preparation made at all times of them in strength and endurance, and they qualified them for their trying operations in another place. But what about the effect upon the football value? Their speed declined; sprinting—the great Association essential—became a lost art. Gradually the team slipped back a second, and then a valuable third second. Hundreds of times it means the difference between winners and losers. And the result on the Hearts was quite in accord with precedent. From New Year's Day onwards they fell back in the League table. In short, they were handicapped by their military duties. Alas, they won matches, the strain put upon the men was very hard, and eventually this told on the whole team; towards the end of the season they lost matches that in normal circumstances they would certainly have won. To sum up, as civilians, they began the season brilliantly, but they gradually declined to the level of very stale form. They lost the Flag to Celtic, but they are as fit as fiddle in the fight for another Flag, that of the Empire.

GERMAN TRADE IN CHINA.

TO THE EDITOR OF "THE DAILY TELEGRAPH."
Sir,—I have recently received a letter from a friend in a high official position in China, and the following is a verbatim extract:

"Talking of British trade, we all wonder why our merchants persevere in trading with German firms here, when there are plenty of substantial British firms capable of carrying on the business; also why British insurance companies still retain their German agents. But for the lack of patriotism on the part of people at home, who possibly are naturalised Germans, the German trade here would be exterminated; as it is, their firms are flourishing like green bay trees, and British ships are shutting out British cargoes to carry German goods.—Yours faithfully,

HENRY W. WATTS.
Westfield, Cranbrook, Kent, May 20.

extravagance, and so on, and that is all that can be said.

His Lordship—Well then, there is no excuse whatever. In passing sentence, his Lordship said: My duty is a very painful duty which falls sometimes to a Judge in a country like this, to have to pass sentence on one of his fellow countrymen, a young man who had come out with prospects, and who has not had sufficient self-restraint to avoid the temptations which are perhaps sometimes too well within his reach in such a city as Shanghai. But ready as I am, and anxious as I am, always, to weigh anything that can be urged in favour of anyone who is in the position in which you now stand, I must look to the general interests of the community, and it would never do, where there has been so serious a crime as this committed, to pass it over, or even to deal with it so lightly, as it has been suggested that I might do in this case. It is quite impossible for me to go free without it being a temptation to others, inasmuch as the fear of punishment is removed from them, to do the same sort of thing. The one thing that has been said in your favour is that when once an end was put to this course of extravagance and vice—that is, the vice of defrauding your employers—you appear to have given them all the information you can and to have refunded such money as you had in order to minimize their loss. It is quite impossible for me to take the course indicated by Mr. Godfrey, and I was in doubt whether I ought not to pass upon you the sentence which is always passed in similar cases, but I feel justified in reducing it to a certain extent. I must order you to be imprisoned, and to be kept to hard labour for the term of six months.

CHAMBERLAIN'S PAIN BALM.

A TOUCH of rheumatism, or a twinge of neuralgia, whatever the trouble is, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, for the household it is just such a sure cure and cures quickly. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

MORE GERMAN PIRACY.

LINER SUNK: NUMBER OF SMALL CRAFT ATTACKED.

DISTINGUISHED GERMAN DENOUNCES RAVENLOW'S DIATRIBES AGAINST ENGLAND.

STORY OF CANADIAN TROOPS GALLANTRY.

(Reuter's Service to the China Mail.)

GLASGOW LINER TORPEDOED.

LONDON, June 28. The 6000 ton liner "Edinburg" from Glasgow for Montreal, was torpedoed and sunk in the Irish Sea. The crew were rescued.

GERMAN SUBMARINE PIRACY.

LONDON, June 28. A German submarine attacked a number of small craft off Yeu (Ile de France) yesterday and sank a schooner, the crew of which was saved.

FINES IMPOSED ON FRENCH TOWNS.

LONDON, June 28. A telegram from Amsterdam states that the Germans have fined the towns of Roubaix and Valenciennes 150,000 francs each in reprisal for the French bombardment of Turkish towns.

GERMANS QUARRRELLING AMONG THEMSELVES.

LONDON, June 28. A well-known sportsman and social personage has issued a reply to Count Ravenlow's violent article in the "Tages Zeitung," declaring that it was not the German people who invented the word "Gottstraft England" which had merely had a provocative effect upon the British.

FURTHER BRITISH SUCCESSES IN AFRICA.

LONDON, June 28. The Press Bureau announces a recent expedition against Port Bokobu on the Western shore of the Victoria Nyanza, a base of German operations and a point of considerable importance. The expedition sailed from Kisumu on June 26 under the command of Brigadier-General Stewart. British forces along the river Kagera are co-operating in engaging the enemy's attention. The operations have been brilliantly successful and the troops are returning, having destroyed a fort, a wireless installation, and many boats. The British captured a field-gun and many rifles and valuable documents, and destroyed two machine-guns by artillery fire.

THE CANADIANS AGAIN DISTINGUISH THEMSELVES.

LONDON, June 28. Reuter's correspondent at Headquarters in France, describing the work of the Canadians, says that among the points captured was an orchard in the Festubert region.

Attacking in the twilight, the men, mostly from Vancouver, immediately met a heavy rifle and machine-gun fire from three different directions. Despite the gaps which this made they advanced unwaveringly till they came to a deep creek full of mud and water, with a thick hedge on the other side with only two openings. Cheering, the men waded through the creek up to their armpits, and reached the hedge, where they paused. Captain Morrison shouted "Lads, we must get through!" He was about to lead the way when Private Appleton stopped him, saying "Excuse me, sir, but bombers should go first." So saying, Appleton darted through a gap in the hedge so narrow that such men had to follow separately. When the thinned line resumed its advance the Germans bolted from their second trench.

In subsequent fighting at Givenchy on June 15 an officer and a private were working a machine-gun in a captured trench when the tripod slipped from the parapet. The private, protecting his shoulder with a blanket, supported one foot of the tripod on his back, the two other feet resting on the trench wall, and they thus fired over a thousand rounds before the officer was killed. The private dismounted the gun from the tripod and was brought back to the lines when the trench was abandoned.

AVIATORS AGAIN BOMB DOUAI STATION.

LONDON, June 27. French aviators have seriously damaged Douai Railway Station.

GERMANS AND THE AMERICAN DEMANDS.

A Note Of Defiance.

LONDON, June 28. Undeterred by the suppression of the "Tages Zeitung," and perhaps encouraged by its reappearance, the "Kraus Zeitung" vehemently insists that Germany should continue her present submarine warfare, and angrily denounces those who are talking of the danger of a conflict with America. It indignantly rejects the suggestion that Germany should agree with the American demands, provided the United States induces Great Britain to raise "the so-called blockade."

TRENCH WARFARE ALONG ITALIAN FRONT.

LONDON, June 28. Owing to the arrival of large Austrian reinforcements the operations in districts like Melborghetto, Luviano, and Tolmino are beginning to resemble the trench warfare in France.

GERMAN SOCIALIST PEACE MANIFESTO.

LONDON, June 28. An official statement concerning the suspension of the German Socialist organ "Vorwaerts," asserts that the Socialist Peace Manifesto is highly regrettable, and may be interpreted abroad as indicative of war-weariness.

BY TELEGRAPH.

BULGARIA PREPARING FOR WAR.

LONDON, June 28. The attitude of Bulgaria is suddenly attracting attention owing to the reports, mostly from Italian sources, that the Reservists have been recalled and of the fervent activity of political leaders, pointing to preparations for immediate intervention in the war, but there is nothing to indicate on which side she will intervene.

FRENCH 'SHIRKERS' BILL.

LONDON, June 28. The French Shirkers' Bill has been passed.

TURKS TREAT BRITISH PRISONERS WELL.

LONDON, June 28. The American Ambassador reports that the 65 British prisoners in the hands of the Turks are well treated, and are in good health.

GERMANY'S EXCUSE FOR USING POISONOUS GAS.

LONDON, June 28. The "Colony Gazette," says a telegram from Amsterdam, in a long official defence of the employment of poisonous gas, says: "The basic idea of The Hague agreements is to prevent unnecessary killing. Consequently the use of smoke clouds moving gently toward the enemy is not only permissible by International Law but is an extraordinarily mild form of war compared with flooding."

EXCHANGE OF INVALID PRISONERS.

LONDON, June 28. It is announced that 430 invalided British prisoners are coming from Germany in exchange for 210 Germans.

THE FIGHTING IN THE TYROL.

LONDON, June 28. A Rome communication says: "Nothing important has occurred within the last 24 hours. The artillery duel is increasing in intensity. The Austrians along the Isarco front are using asphyxiating bombs. The enemy's latest expedient is to spread a report among the Italian troops that a devastating earthquake has occurred at Calabria, but the report, which is baseless, failed to take effect."

THE VIENNA CONFERENCE.

LONDON, June 28. The "Frankfurter Zeitung" says that the Imperial Chancellor and Herr von Jagow have gone to Vienna to discuss means of effectively combatting the great efforts of the Triple Entente in the Balkans.

ALBANIA'S NEW RULER.

LONDON, June 28. The Rome correspondent of the "Morning Post" says the Montenegrins have occupied Saggi Giovanni Melina, and that the Albanians have recognised King Nicholas of Montenegro as their Sovereign.

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, May 28.

ITALY IN THE SCRAM.

When the news reached London that Italy had decided to take the place heretofore called for in the line of civilization against barbarism, there were small echoes of the enthusiasm of Rome in our foreign settlements. Soho, Clerkenwell and St. Giles were soon displaying the light flags of the new ally, and Italian restaurants conversation turned to a babel of approving exclamations.

We have about sixty thousand Italian reservists in these islands, and about another sixty thousand in Canada. Many of those who were able to spare the time and money had already left for Italy on their own account when the summons came, and as for the rest, they were so keen to do their share that within an hour or two of the announcement being announced that the Consulate in Embassy Square was prepared to issue passports, there was a crowd in front of the building and the staff could not keep ahead of the new arrivals.

From what I have been able to gather in conversation with Italians and those who have just come from Italy, the sinking of the Lusitania was the last straw needed to fan the burning emotions of the warm-blooded Latin people to a flame. They have their ambitions legitimately to restore the Trentino and otherwise to extend and strengthen the Italian position in Europe, but beyond that the spirit of the Italian people is a free spirit, and they are faithful lovers of liberty. The Bryce report on the horrible atrocities in Belgium carried conviction, and the callous crime of the Lusitania penetrated with disastrous effects to Germany to the remotest homes of Italy calling forth execration and demands for retributions. That, and the voice of the poet D'Annunzio, stirring the best elements of Italian traditions, roused the people to such a pitch that no pro-German plotters could withstand the flood of enthusiasm for the cause of the Allies.

THE COURTOON.

Some of the appointments in the Coalition Cabinet look like square pegs in round holes, but nobody is disposed to be unduly critical to-day, with so grave a crisis as the war pressing hard upon us. Last week Lord Northcliffe with his group of papers yapped at the heels of Lord Kitchener, reminding one of the picture of "Dixie" and impudence, but the newspaper peer by this time is as near crestfallen as his colossal impudence is ever likely to permit him, for there has come upon him such unanimous disgust and contempt that even his egotism must have been prickled with this "pro-German" in the sense of a hampering critic—reduced to his proper level by universal verdict, there is nobody left to act as mischief maker.

Some of the appointments are likely to be only temporary, as for instance that of Mr. McKenna as Chancellor of the Exchequer, for Mr. Lloyd George may go back when he had made a good job of his new work as Munitions Minister. Mr. McKenna is credited with an old ambition to occupy the Chancellorship, but many of us would not like to see him there unless we were forced by circumstances, for he has not satisfied us by his handling of the suffragettes or the enemy aliens, and moreover, he has a manner which is not attractive.

There is a report, which some politicians believe to be well founded, that the surprising elevation of Sir Stanley Buckmaster from Attorney General and head of the consular staff at the Press Bureau to the lofty place and emoluments of the Lord Chancellorship, is also temporary, and Mr. Asquith will presently take the latter position, relinquishing the Peership to Mr. Lloyd George.

The way the last named has come out of the crisis is one of the most striking things of the time. Only a week or two ago he was suffering a set back in the rejection of

his drink restriction proposals. A little while before he was anathematised by landowners and by old ladies who objected to the insurance of their servants. Yet the bankers and leading magnates of the financial world to day are sorry to see him leave the Treasury, and opinion is unanimous that if any man can make a success of the new Munitions Ministry the Welsh idiot is the one. He is an interesting mixture of Celtic fire, human feeling, undiminished courage, and shrewd intelligence. He rouses violent opposition, but his intellect and personal charm are such that even his enemies find them selves proposing votes of thanks to him when brought into personal touch in any crisis. This has happened time and again, and so far as I can judge his powers are only now at their full. After all the horrors of the past few years he is as full of zest as ever, though his hair is now rapidly becoming white. The other day he sprang lightly out of a cab and, after tossing the fare to the driver, ran up the steps of a government building three steps at a time. The driver voiced the general opinion when he remarked: "Real nippy, the Chancellor—aint he?"

A SPORTING CONVERSION.

Racing men, seeing that they were in danger of losing their sport altogether, have been gratified rather than otherwise to hear that the Government will not object to extra fixtures being arranged at Newmarket, which, exclusive of the Irish meetings, will be the only races of the only races held in these islands till the war is over, or until such times as the restrictions can be removed.

It now remains for the Jockey Club to determine what important races, in addition to the list for the five meetings of the year yet to come at Newmarket, will be run on the historic Heath. The London racing community, which was becoming wrath over the discontinuance of racing at the three chief centres of sport adjacent to London, are now somewhat mollified. Moreover, many of the soldiers, both officers and men, home on convalescence, are keen to see a bit of the sport of kings before taking to trench work again. It had been proposed to hold meetings of protest up and down the country, but as regard has been shown for the activities of the chief racing centre, these meetings, that would certainly be open to criticism and misunderstanding, will probably be abandoned.

Some of the enthusiasts believe the greater part of the classic meetings will be included, and that by the autumn there will be a different set of circumstances dominating the situation, so that the prohibition of racing on other race courses close to London may be modified at least. In the interest of those employed by them in their stables, I hear that some foreign owners who were about to ship their horses back to America and France, have now altered their arrangements and will make the most of opportunities afforded at Newmarket.

The Emden's survivors have reached Constantinople under the leadership of Capt. Lieut. von Muecke, and were fated on arrival. The crew went on board the German steamer General, where they took up their quarters. It will be remembered that when the Emden was sunk at Cocos Islands, the landing party escaped in Mr. Rowe's schooner Aysha, which they seized. It was reported they had landed at the Arabian port of Lidi, near Jeddah, on March 27. They have thence made their way overland.

Quite a number of men in Hongkong will be interested in the following: The Under-Secretary of State for War said in the House of Commons that a new style of khaki cap, with a soft top is soon to be issued to the Army. The reason for this is that the present khaki cap is a circular cap, and the new one is a soft frame inside it has been found to be too conspicuous at the front, and the wire frame has to be removed out there.

BY TELEGRAPH.

(Wah Tai Yat Po's Service.)

YINKOW GARRISON.

PEKING, June 28. A Fengtien message says that the General and Governor have requested the appointment of an additional garrison commissioner for Yinkow.

RAILWAY AND TELEGRAPH OFFICES.

The Minister of Communications is sending delegates to investigate the various railway and telegraph offices.

SALT DEPARTMENT OFFICIALS.

A mandate allows Ng Kwong-kin, Councillor in the Salt Department, to resign. Chung Sai-ming is appointed Salt Councillor.

CHEONG WOO.

Cheong Woo, the cashiered vice-minister, has wired to the Government that his honour is unstained, and his relatives ought not to be detained by the police. He returned to Peking yesterday.

MINISTER TO RUSSIA.

Luk Ching Cheong has been appointed acting minister in Russia.

ALIENS IN ENGLAND.

The following Resolution has been adopted by the Management Committee of the Imperial Merchant Service Guild representing over fifteen thousand Captains and Officers of British merchant ships. A copy of it has been forwarded to the Prime Minister:

That as representing those chiefly responsible for the safety and welfare of British merchant ships on the high seas we are greatly moved by the dangers presented by the large number of aliens belonging to the countries of the enemy who are abroad in this country. We feel convinced that they are thus enabled to obtain a great amount of information which in due course is conveyed to the enemy, thus proving seriously detrimental to this country and its Allies in the struggle which is now going on.

We are strongly of opinion that all such aliens belonging to the countries of the enemy—whether naturalised or not—should now be interned even though it may be the means of creating individual hardships which are unavoidable when war is in progress.

To-day's Advertisements

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT ALL FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on THURSDAY, 1st July.

By Order, A. R. LOWE, Secretary.

Hongkong, June 29, 1915. 562

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT ALL MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on THURSDAY, 1st July.

By Order, A. R. LOWE, Secretary.

Hongkong, June 29, 1915. 560

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP COMPANY LIMITED (In Liquidation).

FIRST RETURN OF CAPITAL.

NOTICE is hereby given that a FIRST RETURN OF CAPITAL of \$4,300 per share has been declared in this matter, and that the same may be received at the Offices of the Liquidators, St. George's Building, Chater Road, Victoria in the Colony of Hongkong, on or after Wednesday, 30th June, 1915.

No return of Capital will be made unless Share Certificates are produced when applying for payment.

SHEWAN TOMES & CO., Liquidators.

Hongkong, June 29, 1915. 564

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP COMPANY LIMITED.

AT AN EXTRAORDINARY GENERAL MEETING of the Members of the above Company duly convened and held at St. George's Building, Chater Road, Victoria in the Colony of Hongkong, on Monday, the twenty-eighth day of June, 1915, the following Resolutions, which were passed as Extraordinary Resolutions at the Extraordinary General Meeting of the Company held on the twelfth day of June 1915, were confirmed as Special Resolutions:

1. That the Company be wound-up voluntarily and that Messrs Shewan Tomes & Co., of St. George's Building, Chater Road, and they hereby are, appointed Liquidators for the purposes of such winding-up.
2. That the remuneration of the said Liquidators for their services in the winding-up shall not exceed the sum of \$50.

ROBT. SHEWAN, Chairman.

Hongkong, June 29, 1915. 563

(Continued on page 6.)

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First Class \$1 " 31.50 " (Saloon) for Chinese.

Second Class 60 cts. Single; \$1 Return " "

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FOR	STEAMER	To SAIL	REMARKS
LONDON via CAVAL PORTS	KARMAHA	Noon	See Special
Call	Capt. H. G. Evans, S.M.R.	2nd July	Advertisement
SHANGHAI, MOJI, KOBE, KASHOAR	KASHOAR	About	Freight and
& YOKOHAMA	Capt. H. N. Rivers, S.M.R.	8th July	Passage.
LONDON via CAVAL PORTS	SARDINIA	Noon	Freight and
Call	Capt. J. T. Jervis	17th July	Passage.

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendant.
P. & O. S. N. Co., Office

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S.S. 'TACOMA MARU' Capt. J. E. Smith, Thursday, 15th July at 3 p.m.
S.S. 'PANAMA MARU' Capt. J. E. Smith, Monday, 18th July at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with
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PENANG AND COLOMBO.
S.S. 'DAIREN MARU' Capt. J. E. Smith, Monday, 5th July, at 7 a.m.
S.S. 'CHUSEN MARU' Capt. J. E. Smith, Tuesday, 6th July, at 7 a.m.

For TAMSUI AND KEELUNG via SWATOW AND AMOY.
S.S. 'DALIN MARU' Capt. E. Murakami, Monday, 5th July, at 7 a.m.
S.S. 'KAIJO MARU' Capt. Y. Yamamoto, Sunday, 4th July, at Noon.

For ANPING AND TAKOW via SWATOW AND AMOY.
S.S. 'SOSHU MARU' Capt. A. Kobayashi, Wednesday, 7th July, at 10 a.m.

FOR HONGKONG (DIRECT).

Steamer Captain Leave
S.S. 'KEIJO MARU' Capt. E. Murakami, Thursday, 1st July at 10 a.m.
S.S. 'DAIGI MARU' Capt. E. Murakami, Thursday, 1st July at 10 a.m.
These Steamers of Coast and Furnace Line have excellent accommodation for first
class passengers and are fitted with Electric Light and Fans. These Steamers will
arrive at and depart from the Soot Yip Wharf near the Harbour Office.
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S.S. SIBERIA	TUESDAY, 17th Aug., 1 p.m.

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" " San Francisco 245. " 288.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz,
Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

KIYO MARU 17,200-15 knots, Saturday, 10th July at Noon.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION	STEAMER	Displacement	SAILING DATE
MARSHALLS & LONDON	SKATORI MARU	14t	THURSDAY, 1st
Via SINGAPORE	Capt. B. Kato, Tons 20,000	July, at Noon.	
MALACCA, PENANG	KAMO MARU	15th	THURSDAY, 15th
COLOMBO, SUEZ AND	Capt. Shimizu, Tons 18,000	July at Noon.	
PORT SAID	TAMBA MARU	12,500	TUESDAY, 29th
VICTORIA, B.C. & PEAT	Capt. Nagaya, Tons 12,500	June at Noon.	
TLE, Via KEELUNG	YOKOHAMA MARU	12,500	THURSDAY, 8th
SHANGHAI, MOJI, KOBE	Capt. Ramaru, Tons 12,500	July at 4 p.m.	
YOKKAICHI & YOKO	MIKRO MARU	9,600	FRIDAY, 16th
Ha MA	Capt. Ishida, Tons 9,600	July at 4 p.m.	
SYDNEY AND MELBOURNE	SHITACHI MARU	13,500	TUESDAY, 17th
Via MANILA, TUES	Capt. Tominga, Tons 13,500	August at 11 a.m.	
DAY ISLAND, TUES	IYO MARU	12,500	MONDAY, 5th
VILLE AND BUEBANE	Capt. Okamoto, Tons 12,500	July.	
BOMBAY via SINGAPORE	HITACHI MARU	13,500	FRIDAY, 16th
MALACCA AND COLOMBO	Capt. Tominga, Tons 13,500	July, at 10 a.m.	
CALCUTTA via SINGAPORE	COLOMBO MARU	8,200	MONDAY, 5th
PENANG & RANGOON	Capt. Takamoto, Tons 8,200	July.	
NAGASAKI, KOBE &	MISHIMA MARU	16,000	WEDNESDAY, 30th
YOKOHAMA	Capt. Wada, Tons 16,000	August at 10 a.m.	
KOBE & YOKOHAMA			
SHANGHAI & KOBE			
SHANGHAI, KOBE &			
YOKOHAMA			

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
KAT-RI MARU	20,000 tons	Thursday, 1st July
K-MO MARU	18,000 tons	Thursday, 15th July
K-SHIMA MARU	20,000 tons	Thursday, 29th July
MISHIMA MARU	16,000 tons	Thursday, 12th August

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
TAMBA MARU	12,500 tons	Tuesday, 29th June
YOKOHAMA MARU	12,500 tons	Thursday, 8th July
BADO MARU	12,500 tons	Tuesday, 27th July

KUSU MOTO, Manager
Telephone No. 291.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	To SAIL
SHANGHAI	SINGING	June 29, at 4 p.m.
HOIHOW	SINGING	June 30, at 11 a.m.
MANILA, CEBU & ILOILO	TAKING	June 30, at Noon
SHANGHAI	YINGCHOW	July 1, at 4 p.m.
WEIHAIWEI & TIENSIN	YINGCHOW	July 3, at Noon
SHANGHAI	YINGCHOW	July 4, Daylight
MANILA, CEBU & ILOILO	YINGCHOW	July 6, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. 'LINTAN' and S.S. 'SANUL'

MANILA LINE. Twin Screw Steamers 'Chinua', 'Taming', & 'Tuan',
Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms
on deck, staterooms and 'Tuan'.
SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chuanan',
and the S.S. 'Kanchow', 'Liangchow', 'Lingchow' and 'Yingchow', having excellent
accommodation with Electric Light throughout and Electric Fans in the State-rooms
and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and
Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
China Ports.
These Steamers and passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Wusung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMER	To SAIL
SHANGHAI, MOJI & KOBE	WONGSANG	WEDNESDAY, June 30, at 3 p.m.
SHANGHAI & HANKOW	WONGSANG	WEDNESDAY, June 30, at 3 p.m.
SANDAKAN	HINSANG	FRIDAY, July 2, Daylight
SHANGHAI via SWATOW	CHOYSANG	FRIDAY, July 2, Daylight
MANILA	LOONGSANG	SATURDAY, July 3, at 3 p.m.
WEIHAIWEI & TIENSIN	CHOONGSANG	SUNDAY, July 4, Daylight
HAIPHONG	TAKSANG	SUNDAY, July 4, at 7 a.m.
SHANGHAI	KUMSANG	TUESDAY, July 6, Daylight
MOJI & KOBE	KUMSANG	WEDNESDAY, July 7, Daylight
SANDAKAN	MAUSANG	WEDNESDAY, July 7, at Noon
SINGAPORE, PENANG & J.	LAISANG	WEDNESDAY, July 7, at 3 p.m.
ALCUTTA	LAISANG	WEDNESDAY, July 7, at 3 p.m.
WEIHAIWEI & TIENSIN	CHIPSANG	THURSDAY, July 8, Daylight
HAIPHONG	YUENSANG	SATURDAY, July 10, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kuzung, Namsang & Fookang leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 20 days. This service is supplemented by the Yaching, Kuzung
and Suwang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 15 days.
These steamers have all modern improvements and are fitted throughout with Electric
Light.
A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafco, Tientsin,
Dahly, Wehaiwei.
Taking Cargo on through Bills of Lading to Kuda, Lahad Datu, Simporan,
Tawau, Ustian, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	'MONMOUTHSHIRE'	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. ITOLA, 5,257 tons, Capt. Butler, will be despatched for SINGAPORE
on 30th inst.
The above Steamers have excellent saloon, accommodations for passengers and are
fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

SHIPPING

For VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND.

THE Steamship
'MERIONETHSHIRE'.
Sails on or about 30th June.
For freight and particulars, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, June 23, 1915. 537

S.S. 'SAIKAI MARU'.

THE above steamer will be despatched
for SAN FRANCISCO direct on or
about the 1st July, 1915. For Freight
and particulars, apply to
JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, June 17, 1915. 534



STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
COLOMBO, EGYPT, MEDITER-
RANEAN PORTS, AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.

THE Steamship KARMAHA, Captain
H. G. Evans, S.M.R., carrying the
Majesty's Mail will be despatched
from this port on FRIDAY,
the 2nd July, at Noon, taking
Passengers and Cargo for the above
ports in connection with the Company's
Steamship Service from Colombo. Pas-
senger accommodation in which vessel is
secured before departure from Hongkong.
8th and Valuable, and Tea and Cargo
for Italy, France, and London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceeding
direct to Marseilles and London. Other
Cargo for London will be conveyed in
the s.s. KARMAHA due in London about
15th August, 1915.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, June 19, 1915.

AMERICAN & MANCHURIAN LINE

For NEW YORK via PANAMA.

THE Steamship
'WALTON HALL'.
4,932 tons, will be despatched as above
on TUESDAY, 6th July.
For Freight and further particulars
apply to
THE BANK LINE, LIMITED.
General Agents.
Hongkong, June 7, 1915. 489

NOTICES TO CONSIGNEES

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE S.S. 'MONTROSE'
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their rate into the
Godowns of Holt's Wharf at Kowloon,
whence and or from the wharves delivery
may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 1st July,
will be subject to rent. If Goods are
undelivered on the 1st July, at 11 a.m.,
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.
Agents.
Hongkong, June 24, 1915. 544

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
AND MANILA.

THE Steamship
TENYO MARU.
The above named Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading
for countersignature and to take immediate
delivery of Cargo from alongside. They
will be subject to rent. If Goods are
undelivered on the 1st July, at 11 a.m.,
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.
Agents.
Hongkong, June 22, 1915. 540

